

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

H4EU
Revision 11
SA330F
SA330G
SA330J
AS332C
AS332L
AS332L1
AS332L2
July 9, 1997

TYPE CERTIFICATE DATA SHEET NO. H4EU

This data sheet which is part of Type Certificate No. H4EU prescribes conditions and limitations under which the product for which the Type Certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder EUROCOPTER FRANCE
Aeroport International Marseille Provence
13725 - Marignane - Cedex
France

I. Model SA330F (Transport Helicopter, Categories A and B), approved 23 June 1971.

Engine 2 Turbomeca TURMO IV A

Engine Limits Sea level static - standard day conditions (59°F 29.92 in. hg.)

	Shaft HP	Max. Duration minutes	Gas Generator RPM	Power Turbine Inlet Temperature °C
Takeoff	1274	5	33,300	780
One engine inoperative (2 1/2 mn power rating)	1415	2 1/2	33,950	790
One engine inoperative (30 mn power rating)	1274	30	33,300	780
Maximum Continuous	1170	No Limit	32,800	750
Maximum Transient		1/2	34,100	800
Starting (During (Before		1/2 1/2		750 150 (max.)

100% = 33,500 r.p.m.

Nominal Free Turbine Speed is: 22,840 r.p.m.

Maximum Weight 14,800 lb. (Category A and Category B)

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II. Model SA330G (Transport Helicopter, Categories A and B), approved 15 May 1974.

(Same as Model SA 330F except for more powerful engines and increase in weight).

Engines 2 Turbomeca TURMO IV C

Engine Limits See level static - standard day conditions (59°F 29.92 in. hg.)

	Shaft HP	Max. Duration minutes	Gas Generator RPM	Power Turbine Inlet Temperature °C
Takeoff	1495	5	33,450	780
One engine inoperative (2 1/2 mn power rating)	1555	2 1/2	33,800	790
One engine inoperative (30 mn power rating)	1380	30	32,900	740
Maximum Continuous	1260	No Limit	32,400	705
Maximum Transient		1/2	34,100	790
Starting (During (Before		1/2		750 150 (max.)

100% = 33,500 r.p.m.

Nominal Free Turbine Speed is: 22,840 r.p.m.

Maximum Weights 15,400 lb. (Category A and Category B)

III. Model SA330J (Transport Helicopter, Categories A and B), approved 9 June, 1976.

(Same as Model SA330G except for maximum weight)

Maximum Weight 16,300 lb. (Category A and B)

INFORMATION PERTINENT TO ALL SA330 MODELS ONLY

M.G.B. Limits Nominal Free Turbine Speed: 22,840 r.p.m.

Maximum Torque (Takeoff)	2 x 108,5	mdaN (2427 hp.)
Maximum Continuous Torque	2 x 78	mdaN (1742 hp.)
Maximum Torque (One Engine Inoperative)	156	mdaN (1742 hp.)

(Torques based on torquemeter shaft r.p.m. of 7960)

Rotor Limits

Maximum: 310 r.p.m.
 Minimum: 220 r.p.m. when IAS is below 108 knots.
 240 r.p.m. when IAS is above 108 knots.

See Rotorcraft Flight Manual for other limits.

Airspeed Limits

Never exceed 167 knots CAS at minimum weight. Variation of VNE with weight and altitude is in the Rotorcraft Flight Manual.

C.G. Range

Longitudinal: + 177 inches to + 194.7 inches
 Lateral: Right 3.55 inches
 Left 3.15

See Rotorcraft Flight Manual for external load C.G. range.

INFORMATION PERTINENT TO ALL SA330 MODELS ONLY (cont'd)

Datum 185 inches forward of center reference on the cabin floor (main rotor centroid).

Leveling Means Leveling plates on each side of fuselage.

Minimum Crew The minimum crew required for IFR operation consists of 2 pilots.
For Category A consists of 2 pilots. (For VFR operation).
For Category B consists of 1 pilot. (For VFR operation).

Maximum Passengers 19 (Limited by emergency exits available).

Total Fuel Capacity 414 U.S. Gallons
LH Group = 240 U.S. Gal. at 217.3 inches
RH Group = 174 U.S. Gal. at 155.1 inches
(See NOTE 1 for data on system fuel and oil).

Fuel

SPECIFICATION (Latest Amendment)			
FRENCH	NATO	U.S.A.	U.K.
AIR 3405 TRO	F.34		D. eng. RD 2453 AVTUR/FS.11
		ASTM Jet A	
	F.35	ASTM Jet A-1	D. eng. RD 2494 AVTUR
AIR 3407 TR4	F.40	MIL-T.5624 (JP.4)	D. eng. RD2454 AVTAG FS II
	F.45	ASTM Jet B	D. eng. RD 2486 AVTAG
AIR 3404 TR5	F.42		
	F.44	MIL-T-5624	D. eng. RD 2498 AVCAT

Anti-icing additive must be used in accordance with the DGAC-approved Rotorcraft Flight Manual. (See NOTE 4).

The following fuel additives are approved for use:

- Phillips PFA/55 MB, MIL-I-27686 (as revised), or French AIR 3652 (as revised), anti-icing additive in quantity up to 0.15 percent in volume (with or without glycerin).
- Shell ASA-3 antistatic additive in quantity up to 0.0001 percent in volume.

Oil Engine.

ENGINE OIL	SPECIFICATION (Latest Amendment)				Obs.
	FRENCH	NATO	U.S.A.	U.K.	
Normal	AIR 3513	0.148	MIL-L-7808		S Y N T H E T I C OILS
	AIR 3514	0.150			
		0.156	MIL-L-23699		
		0.149		D. eng. RD. 2487	
	AIR 3517	0.159			
ALTER- NATE OILS	AIR 3515	0.135	AERO SHELL TURBINE OIL 3	D. eng. RD. 2490	M I N E R A L OILS
			ESSO AVIATION Utility Oil F		
			CALTEX JET Engine Oil Medium Heavy		

INFORMATION PERTINENT TO ALL SA330 MODELS ONLY (cont'd)

CAUTION: All AIR 3513 and AIR 3514 oils may be mixed together. Oils other than AIR 3513 and AIR 3514 must not be mixed. If a change in the type of oil used is made, the system must be flushed and the filter element cleaned. The type of oil used must be indicated on the tank near the filler port.

Oil Capacity	<p>Engines 2 x 3.17 U.S. Gal. at 108.5 inches. MGB 5.8 U.S. Gal. at 219.7 inches. IGB 0.2 U.S. Gal. at 492.4 inches. TGB 0.37 U.S. Gal. at 543.7 inches.</p>
Maximum Altitude	16,500 feet - see Rotorcraft Flight Manual for added limitations.
Import Requirements	<p>U.S. Airworthiness Certificate may be issued on the basis of a French Certificate of Airworthiness for Export signed by a representative of the Direction Generale de l'Aviation Civile (DGAC) containing the following statement:</p> <p>"The rotorcraft covered by this certificate has been examined and found to comply with U.S. FAR Part 29, including:</p> <ul style="list-style-type: none"> - for Models F and G, amendments 29-1 through 29-5. - for Models J, amendments 29-1 through 29-9 plus para. 29.951(c), 29.1183 and 29.1305(a)(16) of amendment 29-10. <p>Plus Special Conditions No. 29-29-EU-5 dated 19 August 1970 and criteria for compliance with FAR 29.141 for IFR operation in FAA letter to SGAC dated 15 February 1971 and conforms to Type Certificate No. H4EU.</p> <p>This helicopter is eligible for import only when the Overhaul Manual is available per FAR 29.1529 and 21.29(a)(3) as amended by Amendment FAR 21.25.</p>
Equipment	<p>The basic required equipment (see List Number 330A.04.1155, 17 September 1970 as revised) as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the helicopter for certification.</p> <p>In addition, the following items of equipment are required:</p> <ul style="list-style-type: none"> - DGAC(formerly SGAC) approved Rotorcraft Flight Manual. - One clock for each pilot with sweep second pointer. - One gyroscope bank and pitch indicator for each required pilot, non-tumbling for IFR (original approval with SFENA 4286.V3, four inches diameter). - One gyroscopic direction indicator for each required pilot (original approval with SFIM CG121PN 54794.1 for co-pilot: COLLINS PN 101 Type 331A3G PN 522-2638-009 for pilot, three inches diameter). - One rate of climb indicator for each required pilot (original approval with Badin 29.336.1 Type 740-1).

IV. Model AS332C (Transport Helicopter, Category A & B), approved October 14, 1981.

(Same as SA330J except for Maximum Weight; Engines; Landing gear and drive system improvements; Main and Tail Rotor Blades).

Engines 2 Turbomeca MAKILA 1A.

Engine Limits Sea level static-standard day conditions (59°F 29.92 in. hg.).

	Power shaft HP	Gas generator RPM	Exhaust Gas Temp. °C
Takeoff	1662	33,200	775 785 (with MOD. 22305)
One Engine Inoperative (2 1/2 mn power rating)	1756	34,000	810
One Engine Inoperative (30 mn power rating)	1662	33,200	775
Maximum Continuous	1515	32,500	735

Refer to Flight Manual for transients.

M.G.B. Limits

Two Engines operative
Maximum Continuous: 81% (1820 kw)
Maximum: 100% (2235 kw)

One Engine Inoperative
Maximum 30 minutes: 66% (1470 kw)
Maximum: 69% (1550 kw)
Over torque (transient): 74% (1650 kw)

Rotor Limits

Power-on flight = rated 265 r.p.m. (NR between 245 and 275 r.p.m.)

Power-off flight: maximum: stabilized: 290 r.p.m.
transient: 310 r.p.m.
minimum: 220 r.p.m. if IAS is equal to or less than 100 kt
245 r.p.m. if IAS is above 100 kt

Airspeed Limits

Never exceed speed VNE Power-on: 167 kt at zero pressure-altitude.
Never exceed speed VNE Power-off: 150 kt at zero pressure-altitude.

See Rotorcraft Flight Manual for decrease of these values with altitude and weight.

Maximum Weight

18960 lb. (Category A and Category B) (See Notes 7 and 8)

C.G. Range

Longitudinal = 181.10 in. to 196.85 in.
Lateral = R.H.: 3.55 in.
= L.H.: 3.15 in.

Datum

183.36 in. forward of main rotor centreline.

Leveling Means

Level support plate on R.H. side of fuselage.
Graduated plate for plumb line on L.H. side.

Minimum Crew

VFR conditions: 2 pilots
IFR conditions: 2 pilots

IV. Model AS332C (Transport Helicopter, Category A & B) (cont'd)

Maximum Passengers	19 (Limited by emergency exits available)
Total Fuel Capacity	411.6 U.S. Gallons
	Longitudinal tank, R.H. = 62. U.S. Gallons at 180.1 in. L.H. = 65. U.S. Gallons at 180.1 in.
	Tansverse tank, FWD = 107. U.S. Gallons at 139.8 in. AFT = 112. U.S. Gallons at 220.5 in.
	5th tank Rear = 65. U.S. Gallons at 249.6 in.
	See NOTE 1 for data on unusable fuel.
Fuel	Refer to Flight Manual for approved fuels and additive specification.
Oil	See Rotorcraft Flight Manual for approved engine and gearbox oils. Also see appropriate Engine Maintenance Manual for applicable procedure if engine oil specification or brand is changed.
Oil Capacity	Engines 2 x 2 U.S. Gallons at 108.5 in. MGB 5.17 U.S. Gallons at 219.7 in. IGB 0.16 U.S. Gallons at 492.4 in. TGB 0.38 U.S. Gallons at 543.7 in.
Maximum Altitude	20,000 feet

V. Model AS332L (Transport Helicopter, Category A & B), approved February 18, 1982.

(Same as AS 332C except 30 inch fuselage extension: increased passenger seats; and increased maximum altitude).

Engines	2 Turbomeca MAKILA 1A.		
Engine Limits	Sea level static-standard day conditions (50°F 29.92 in. hg.)		
	Power shaft	Gas generator	Exhaust Gas Temp.
	HP	RPM	°C
Takeoff	1662	33,200	775
			785
			(with Mod. 22305)
One Engine Inoperative (2 1/2 mn power rating)	1756	34,000	810
One Engine Inoperative (30 mn power rating)	1662	33,200	775
Maximum Continuous	1515	32,500	735
Refer to Flight Manual for transients.			
M.G.B. Limits	Two engines operative:		
	Maximum continuous:	81% (1820 kw)	
	Maximum:	100% (2235 kw)	
	One Engine inoperative:		
	Maximum 30 minutes:	66% (1470 kw)	
	Maximum:	69% (1550 kw)	
	Over torque transient:	74% (1650 kw)	

V. Model AS332L (Transport Helicopter, Category A & B) (cont'd)

Rotor Limits	Power-on flight:	rated 265 r.p.m. (NR between 245 and 275 r.p.m.)
	Power-off flight:	Maximum: stabilized: 290 r.p.m. transient: 310 r.p.m. minimum: 220 r.p.m. if IAS is equal to or less than 100 kt 245 r.p.m. if IAS is above 100 kt
Airspeed Limits	Never exceed speed VNE Power-on:	167 kt at zero pressure-altitude.
	Never exceed speed VNE Power-off:	150 kt at zero pressure-altitude.
	See Rotorcraft Flight Manual for decrease of these values with altitude and weight.	
Maximum Altitude	20,000 feet	

VI. Model AS 332L1 (Transport Helicopter, Category A & B), approved November 25, 1987.

(Same as AS 332L except 2 Turbomeca MAKILA 1A1 engines).

Engines	2 Turbomeca MAKILA 1A1.		
Engine Limits	Sea level static-standard day conditions (50°F 29.92 in. hg.)		
		Power shaft HP	Gas generator RFM
			Exhaust Gas Temp. °C
	Takeoff	1819	33,350
	One Engine Inoperative (2 1/2 mn power rating)	1877	34,000
	One Engine Inoperative (30 mn power rating)	1783	33,200
	Maximum Continuous	1588	32,300
	Refer to Flight Manual for transients.		
M.G.B. Limits	Two engines operative:		
	Maximum Continuous:	81% (1820 kw)	
	Maximum:	100% (2235 kw)	
	One Engine inoperative:		
	Maximum 30 minutes:	66% (1470 kw)	
	Maximum:	69% (1550 kw)	
Rotor Limits	Power-on flight:	rated 265 r.p.m. (NR between 245 and 275 r.p.m.)	
	Power-off flight:	maximum: stabilized: 290 r.p.m. transient: 310 r.p.m.	
		minimum: 220 r.p.m. if IAS is equal to or less than 100 kt 245 r.p.m. if IAS is above 100 kt	
Airspeed Limits	Never exceed speed V _{NE} Power-on:	167 kt at zero pressure-altitude.	
	Never exceed speed V _{NE} Power-off:	145 kt at zero pressure-altitude.	
	See Rotorcraft Flight Manual for decrease of these values with altitude and weight.		
Maximum Altitude	25,000 feet.		

INFORMATION PERTINENT TO AS 332L & AS 332L1 MODELS ONLY

Maximum Weight	18,960 lb. (Category A and Category B) (See Note 8 for AS332L)
C.G. Range	Forward: 173.2 in. for weight equal to or less than 15,430 lbs. 177.9 in. for weight equal to 18,960 lbs. Aft: 192.9 in for weight equal to or less than 15,430 lb. 190.9 in for weight equal to 18,960 lb. Lateral: R.H.: 3.55 in. L.H.: 3.15 in.
Datum	183.8 in. forward of main rotor centreline.
Leveling Means	Level support plate on R.H. side of fuselage. Graduated plate for plumb line on L.H. side.
Minimum Crew	VFR conditions: 2 pilots IFR conditions: 2 pilots
Maximum Passengers	24
Total Fuel Capacity	550. U.S. Gallons. Longitudinal tank, R.H. = 62 U.S. Gallons at 180.1 in. L.H. = 65 U.S. Gallons at 180.1 in. Tansverse tank, FWD = 107 U.S. Gallons at 139.8 in. AFT = 112 U.S. Gallons at 220.3 in. 5th tank Rear = 65 U.S. Gallons at 249.6 in. 7th tank 139 U.S. Gallons at 112.20 in. See NOTE 1 for data on unusable fuel.
Fuel	Refer to Flight Manual for approved fuels and additive specification.
Oil	See Rotorcraft Flight Manual for approved engine and gearbox oils. Also see appropriate Engine Maintenance Manual for applicable procedure if engine oil specification or brand is changed.
Oil Capacity	Engines 2 x 2 U.S. Gallons at 108.5 in. MGB 5.17 U.S. Gallons at 219.7 in. IGB 0.16 U.S. Gallons at 492.4 in. TGB 0.38 U.S. Gallons at 543.7 in.

VII. Model AS 332L2 (Transport Helicopter, Category A&B), approved May 28, 1993.

The Model AS 332L2 is derived from the AS 332L1 with the following major modifications:

- Modified main rotor gear box with new oil cooling system;
- Incorporated new design spheriflex main rotor hub and modified main rotor blades;
- Modified intermediate and tail rotor gear boxes;
- Extended fuselage containing some composite components and shortened tail boom allowing increased passenger capacity;
- Incorporated advanced technology avionics containing dual duplex AFCS and EFIS;
- Upgraded Makila IA2 engines with FADEC, increased performance, and unique 30-sec/2-min emergency power ratings.

Engines

2 Turbomeca MAKILA 1A2

Engine Limits.

Sea level static-standard day conditions (59°F 29.92 in.hg.).

	Power shaft HP	Gas generator RFM	Exhaust Gas Temp. °C
Takeoff	1844	0	825
Maximum Continuous	1656	-2.7	770
One Engine Inoperative (30 sec power rating)	2108	+4.5	N/A
One Engine Inoperative (2 min power rating)	1966	+ 2	870
One Engine Inoperative (continuous power rating)	1903	+ 1	840

Refer to Flight Manual for transients.

Note: The gas generator speed limits are specified as percentage deviations from the takeoff rating (takeoff rating = 33220 rpm)

M.G.B. Limits.

Two Engines operative
Maximum Continuous 77%
Maximum 5 minutes 100%
Overtorque (transient) 110%

One Engine Inoperative
Maximum Continuous 68.4%
Maximum 2 minutes 70.6%
Maximum 30 seconds 74.8%

Rotor Limits.

Power-on flight
Rated 265 r.p.m.
Maximum 275 r.p.m.
Minimum 245 r.p.m.
Minimum transient 220 r.p.m.

Power-off flight
Maximum 290 r.p.m.
Maximum transient 310 r.p.m.
Minimum 220 r.p.m. if IAS is equal to or less than 100 kt
245 r.p.m. if IAS is above 100 kt

VII. Model AS 332L2 (Transport Helicopter, Category A&B) (cont'd)

<u>Airspeed Limits.</u>	Never exceed speed V_{NE} Power-on: 170 kt Power-off: 150 kt See Rotorcraft Flight Manual for decrease of these values with altitude and temperature.
<u>Maximum Weight.</u>	9150 kg. (Category A and Category B)
<u>C.G. Range.</u>	Longitudinal: Forward: 173.2 in. Aft 195. in. R.H. 2. in. L.H. 2. in. See Rotorcraft Flight Manual for decrease of forward C.G. limit with weight
<u>Datum.</u>	Longitudinal: 183.8 in. forward of main rotor centerline Lateral: aircraft symmetry plane
<u>Leveling Means.</u>	Level support plate on R.H. side of fuselage. Graduated plate for plumb line on L.H. side.
<u>Minimum Crew.</u>	VFR conditions: 1 pilot IFR conditions: 2 pilots
<u>Maximum Passengers.</u>	25
<u>Total Fuel Capacity.</u>	540 U.S. Gallons at 172.6 in. R.H. tank group: 298 U.S. Gallons. - Longitudinal tank: 62 U.S. Gallons at 180.1 in. - Transverse tank: 107 U.S. Gallons at 139.8 in. - 7th tank: 129 U.S. Gallons at 112.2 in. L.H. tank group: 242 U.S. Gallons. - Longitudinal tank: 65 U.S. Gallons at 180.1 in. - Transverse tank: 112 U.S. Gallons at 220.5 in. - 5th tank: 65 U.S. Gallons at 249.6 in. See NOTE 1 for data on unusable fuel.
<u>Fuel.</u>	Refer to Flight Manual for approved fuels and additive specification.
<u>Oil.</u>	See Rotorcraft Flight Manual for approved engine and gearbox oils. Also see appropriate Engine Maintenance Manual for applicable procedure if engine oil specification or brand is changed.
<u>Oil Capacity.</u>	Engines 2 x 1.3 U.S. Gallons at 108.3 in. MGB 6.3 U.S. Gallons at 216.8 in. IGB 0.2 U.S. Gallons at 492.5 in. TGB 0.4 U.S. Gallons at 543.7 in.
<u>Maximum Altitude.</u>	8,200 feet.

INFORMATION PERTINENT TO ALL MODELS

Certification Basis

For Models SA330F, SA330G, SA330J.

FAR 21.29, FAR 29 effective 1 February, 1965 including:

- for Models F and G, amendments 29-1 through 29-5.
- for Model J, amendments 29-1 through 29-9 plus para. 29.951(c), 29.1183 and 29.1305(a)(16) of amendment 29.10

Plus FAA Special Conditions No. 29-29-EU-5 dated 19 August 1970 and criteria for compliance with FAR 29.141 for IFR operation transmitted to SGAC by FAA letter dated 15 February 1971.

For Models AS332C, AS332L, and AS332L1

FAR 21.29. FAR 29 effective 1 February 1965 including amendments 29-1 to 29-9, plus paragraph 29.951(c), 29.1183 and 29.1304(a)(16) of amendment 29-10.

Applicant has elected to comply with FAR 29 amendments 29-10 through 29-16, except FAR 29.397 at amendment 29-12 as concerns rotor brake; and the Airworthiness Criteria for Helicopter Instrument Flight dated December 15, 1978.

Date of Application for Type Certificate: 15 December 1969.

For Model AS332L2

FAR 21.29.

FAR 29 effective February 1, 1965, including Amendments 29-1 to 29-9, plus paragraph 29.305, 29.307, 29.571, 29.603, 29.605, 29.609, 29.610, 29.629, 29.691(c), 29.1183, 29.1305(a)(16) and 29.1529 through Amendment 29-10.

The applicant has elected to comply with FAR 29 Amendments 29-10 through 29-16, except paragraph 29.397 at Amendment 29-12 as concerns the rotor brake; and the Airworthiness Criteria for Helicopter Instrument Flight dated December 15, 1978.

FAR Part 36 Noise Standards amended by Amendments 36-1 through 36-18.

Special Conditions No. 29-ASW-1, Docket No. 90-ASW-4, effective January 23, 1991, containing provisions for the protection of electrical/electronic systems for high intensity radiated fields.

Special Condition No. 29-ASW-2, Docket No. 92-ASW-5, effective October 27, 1992, containing additional safety standards for 30-Second Contingency Rating certification.

Type Certificate No. H4EU issued June 23, 1971; amended May 15, 1974, to add Model SA330G; amended June 9, 1976, to add Model SA330J; amended October 14, 1981, to add Model AS332C; amended February 18, 1982, to add Model AS332L; amended November 25, 1987, to add Model AS332L1. Amended May 28, 1993, to add Model AS332L2.

Date of application for AS332L2 Type Certificate: June 6, 1989.

Import Requirements

A U.S. Airworthiness Certificate may be issued on the basis of a "Certificat de Navigabilite pour Exportation" signed by a representative of the Direction Generale a l'Aviation Civile (D.G.A.C.) containing the following statement:

"The helicopter covered by this certificate has been examined, tested, and found to conform to the type design approved under FAA Type Certificate No. H4EU to be in condition for safe operation.

Equipment	<p>The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the helicopter for certification. Aerospatiale Report No. 332A.04.3254 lists required and regional equipment for the helicopter.</p> <p>In addition the following item of equipment is required:</p> <p>DGAC-approved AS332C Rotorcraft Flight Manual normal Revision 1 dated 25-09-81 with Code B pages (dated coded 81-38) or later approved revision.</p> <p>DGAC-approved AS332L Rotorcraft Flight Manual normal, Revision 3, dated February 17, 1982, with Code B pages (date coded 82-07) or later approved revision.</p> <p>DGAC-approved AS332L1 Rotorcraft Flight Manual normal, Revision 1, dated September 22, 1986, with Code B pages (date coded 86-22) or, later approved revision.</p> <p>DGAC-approved AS332L2 Rotorcraft Flight Manual normal Revision 1, or later approved revision.</p>
Empty Weight/C.G. Range	None
Maximum Baggage	<p>a. The cabin floor area between station + 97.6 inches and +300.4 inches (except Model AS332L2) or 304.3 inches (Model AS332L2) is structurally satisfactory for a uniformly distributed loading of 164 lb/sq.ft.</p> <p>b. When the rear baggage compartment is installed per Eurocopter drawing 332A.82.0703 the maximum load is placarded on the floor and shelves.</p> <p>c. When the rear baggage compartment is installed per Eurocopter drawing 332A.82.0310 (Model AS 332L2) the maximum load is placarded on the bulkhead and upholsterings.</p>
Rotor Blades Control and Movement	For rigging information, refer to the Maintenance Manual appropriate to the model.
Serial Numbers Eligible	See Import Requirements for specific model.
Service Information	Eurocopter Service Bulletins are approved by DCAC and include a statement to that effect. Such approval may be interpreted as approved by FAA.

NOTES

- NOTE 1. (a) Current weight and balance report including list of required equipment and list of equipment included in certificated empty weight and loading instructions when necessary, must be provided for each helicopter at the time of original certification.
- (b) Unusable fuel, undrainable oil and all hydraulic fluid must be included in the certificated empty weight.

UNUSABLE FUEL @ 6.6 lbs./gal.

<u>LEFT HAND GROUP</u>				<u>RIGHT HAND GROUP</u>		
Model	Quantity <u>U.S. Gal.</u>	Weight <u>Lbs.</u>	CG Longitudinal Position Inches	Quantity <u>U.S. Gal.</u>	CG Weight <u>Lbs.</u>	Longitudinal Position Inches
330 Series	4.2	27.7	197	1.3	8.6	163
332	4.2	27.7	197	0.8	5.3	163
332L 332L1 332L2	4.2	27.7	197	1.9	12.6	163

- NOTE 2. The following placards must be displayed in front and in clear view of the pilot.
- "THIS HELICOPTER MUST BE OPERATED IN COMPLIANCE WITH THE OPERATING LIMITATIONS SPECIFIED IN THE DGAC-APPROVED ROTORCRAFT FLIGHT MANUAL".
- "THE 'AIRWORTHINESS LIMITATIONS' SECTION OF THE ROTORCRAFT MAINTENANCE MANUAL MUST BE COMPLIED WITH".
- The other placards as indicated in the Rotorcraft Flight Manual must be installed in the appropriate location.
- NOTE 3. Information essential to the proper maintenance of the helicopter is contained in the Manufacturer's Maintenance Manual provided with each helicopter, which specifies that service life limited parts be retired in accordance with Chapter 5 approved by the DGAC.
- For the Model AS 332C, AS 332L, AS 332L1 and AS 332L2 life limited components and their associated retirement times are contained in Section 5.99 titled "Airworthiness Limitations" of the Master Servicing Recommendations appropriate to the model.
- NOTE 4. To prevent icing of fuel system components all fuel in the tanks before takeoff must contain anti-icing additives in accordance with the Rotorcraft Flight Manual.
- NOTE 5. Model 330 J Helicopters equipped with the external cargo suspension installation in accordance with Aerospatiale drawing 330A.87.3004 meet the structural and design requirements of the certification basis when operated at 16,500 pounds total weight in accordance with the limits of the DGAC Approved Rotorcraft Flight Manual Code B Supplement No. 2 issue 2, dated June 13, 1979 or an approved later revision.
- NOTE 6. Composite main rotor blades P/N 330A.11.0020, 330A.11.0022, or 330A.11.0030 having the following serial numbers may be installed: Serial numbers less than 750 and greater than 1500 and 20,750 through 21,500. Refer to SA330 "Puma" Service Bulletin No. 01.31 amended February 11, 1981.
- NOTE 7. The Model AS 332C may be operated at a maximum gross weight of 18,400 lbs. when the following Aerospatiale modifications (AS 332 service bulletin No.) have been incorporated:
1. AMS 07.52.164 (See Maintenance Manual for service life limits).
 2. AMS 332A07.21.516 (S/B 63.01)
 3. AMS 332A07.52.169 (S/B 63.01)
 4. AMS 332A07.52.183 (S/B 63.01)
 5. AMS 332A07.21.497 (S/B 77.01)
 6. AMS 332A07.21.551 (S/B 22.01)
 7. AMS 332A07.21.541 (S/B 67.01) and
 8. Rotorcraft flight Manual AS 332C, Normal Revision 3, Code B (date code 87-07), DGAC - approved February 16, 1982 or later revision is required.
- NOTE 8. Models AS332C and AS332L may be operated at a maximum gross weight of 18,960 lb. when modifications listed in service bulletin No. S/B 01.03 have been incorporated. Rotorcraft Flight Manual AS332C and AS332L, normal revision 5, Code B (date code 84.32), DGAC approved May 13, 1985 or later revision is required.

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